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Hongkong, 24th April, 1914. [514]

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Hongkong 16th April 1914. [559]

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Hongkong, 18th April, 1914. [585]

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1.45 " to 2.15 " " 10 "

2.15 " to 3.00 " " 15 "

3.00 " to 3.10 " " 10 "

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Hongkong, 20th May, 1914. [502]

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TIME TABLE

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [728]

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[822]

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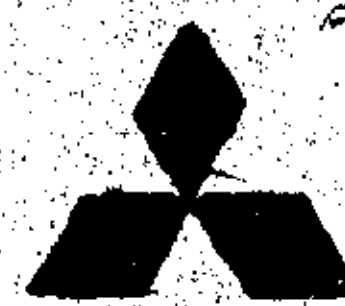
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[729]



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Hongkong, 2nd May, 1914. [652]

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Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
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No anonymously signed communica-
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HONGKONG OFFICE: 104, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 19TH, 1914.

INVESTORS interested in rubber estates
are naturally deeply concerned as to the
possible effects of the war on the rubber
market. A contributor to the *Financial
News* at the beginning of the war pointed
out that the employment of rubber for
naval and military purposes is
extensive, as may be gathered from the
following representative list:—Pneuma-
tic and solid tyres, ground sheets, sheet
rubber for valves, suction hose, delivery
hose, steam hose, tubing, garments, gun
shoulder pads, military sleeping valises;
rubber gloves for electricians, and gun-
powder bags, besides the following sur-
gical goods—bandages, gutta-percha
tissue, jaconet, bed sheeting, hotwater
bottles, and tourniquets. Trade in these
goods, the writer said, is developing in
Great Britain, and a similar state of
affairs must exist on the Continent. "To
deal only with the possibilities regard-
ing the most important item in the list
above, the wholesale commandeering of
motor cars which is taking place all over
Europe forecasts a big demand for tyres,
for the facilities offered by motor trans-
port will undoubtedly be taken advantage
of in full. Cars will be put to a much
heavier mileage; they will be kept going
night and day over rough roads; and,
further, with economy sacrificed to speed,
the relative wear and tear upon tyres must
be much greater than in private use."
Yet we learn from the latest Singapore
papers to hand that at the Rubber Auc-
tions this month the demand was poor
and the prices showed substantial decline.

The explanation of the present poorness
of the demand no doubt is that while
there may be a considerable consumption
of rubber for naval and military purposes
this is possibly more than offset by the
falling off in the demand for other pur-
poses. Normally, Germany, for instance,
exports very large quantities of rubber
goods, but since her export trade is now
stopped and the ordinary industrial
activities in most Continental countries
are more or less disorganised and crippled,
the demand for rubber is necessarily
restricted. Then there are other reasons
mitigating against a flourishing condition
of the rubber market. Apart from the
question of war risks on cargoes, there
is at the moment the difficulty of financ-
ing many rubber estates. A City writer
in one of the London papers explains that
"in the normal way remittances were
either sent out from this side month by
month, or the rubber produced on the
estate was drawn against on shipment,
and the requisite dollars secured locally
for payment of the coolies or general
estate requirements. In the former case
the banks will doubtless go on paying out
the dollars or guilders against the equiva-
lent being handed in London. But in
these times of stress the banks are refusing
to buy documentary bills of rubber that
for one reason or another may not be met
in hard cash when due. What the banks
require in these times are bills that they
can readily discount, and have the funds
available to use again. Many estates are
consequently at some pains to provide the
required funds to pay their way." It is
understood that under these circum-
stances the Government of the Federated
Malay States, with the consent of the
Secretary of State for the Colonies, is
desirous of assisting, and by some kind of
guarantee by them to the banks the latter
would buy the bills as before. Whether
the protection proposed to be given to
such bills as to render these instruments
readily negotiable and discountable in
London is a point that had apparently not
been settled when the last mail left
London. There can be little doubt, how-
ever, that there is a good time coming for
the rubber industry. In the present
circumstances there must be a steady con-
sumption of stocks in Europe which will
need to be replenished by and by, while
the crippling of industrial activity on the
Continent is not unreasonably expected
to give a great flip to rubber manufac-
turing industries not only in Great
Britain—who, thanks to the command of
the sea maintained by the British fleet,
is able to ensure supplies from the pro-
ducing countries—but also in the United
States, "the largest consumer of rubber
in normal times," who is now expected
to make the best of her advantageous
position as a non-combatant. As a conse-
quence good paying prices are expected
to be obtainable on the London market
before long. Meanwhile it must not be
overlooked that stocks must be steadily
accumulating in the producing countries;
but taking a full review of the position,
there seems no reason for investors in
sound rubber estates to feel alarmed.

A mail from London via Siberia
(bringing dates probably to August 16th)
is expected by the *Kashima Maru* on
Monday.

Shareholders of the Hongkong and
Shanghai Banking Corporation are
reminded of the extraordinary meeting
which takes place at noon to-day at the
City Hall.

There was only one case upon the
calendar for the September Criminal
Sessions yesterday, a charge of robbery
from a Chinese woman being preferred
against one Sun Sau Pak. After hearing
the evidence the jury found her not guilty
and the accused was discharged.

We are informed by the Hon Secretary
of the St. Joseph's College Association
that His Excellency Major-General F. H.
Kelly, C.B., has kindly consented to
swear-in the Senior Troop of Baden
Powell Boy Scouts at the parade to be
held at the College Square on Wednesday,
the 23rd instant, at 5.30 p.m.

HELENA MAY INSTITUTE FUND.

The Honorary Treasurer (Mrs. J. H.
Kemp) begs to acknowledge with thanks
the following donations:—
Madame de Magalhães Correa... \$20
A friend "J. P."... 50

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The Tung Wah Hospital begs to
acknowledge with thanks the following
donations to the Flood Relief Fund:—
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\$115,535.76
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advertised... 20.00

\$115,535.76

THE WAR.

(THROUGH REUTERS' AGENCY.)

BATTLE OF THE
AISNE.

FIGHTING ALONG THE WHOLE FRONT.

LONDON, September 17th.
6.10 p.m.

A Paris *communiqué* sums up the position by saying that a battle
is in progress along the whole front from between the Oise and the
Meuse. The Germans occupy positions which they had prepared for defence,
armed with heavy artillery. Our progress can only be slow, but the troops
are animated with the spirit of attack and are giving proof of their vigour
and enthusiasm. They have successfully repulsed counter-attacks, day and
night. Their morale is excellent.

The Austrian armies are evacuating Galicia and are in a state of
complete rout.

A German Corps which came there to support them is also in
retreat.

FRESH FRENCH REINFORCEMENTS.

LONDON, September 17th.
5.40 p.m.

Paris correspondents declare that General Joffre has fresh re-
inforcements which will make a German revenge impossible.

5.55 p.m.

A Paris *communiqué* issued this afternoon says:—

On our Left the enemy continues resistance although they have
retired slightly at certain points.

The situation is unchanged in the Centre.

The Germans are fortifying their positions and are also entrench-
ing at Montfaucon.

We have come into touch with the enemy between Etain and
Thiaucourt.

There is no change on our Right Wing.

REPORT FROM BRITISH HEADQUARTERS.

LONDON, September 17th.
10.57 p.m.

The Official Press Bureau publishes a despatch from the British
Headquarters, which describes the fighting from September 10th to
September 13th.

Since Thursday the 10th the Allies have steadily driven the enemy
back over undulating country with patches of thick wood. The chief
tactical features were six rivers which ran across the direction of the
advance. The British met with little resistance, and on Friday turned
slightly north-east, co-operating with their Allies who had a substantial
success along the whole line.

On Saturday the enemy occupied a most formidable position
opposite us to the north of Aisne, while Soissons was strongly held and
entrenched. The Third British Corps gained the high ground overlooking
Aisne and east of Soissons. An artillery duel ensued until midnight. The
enemy's many heavy Howitzers were in well-concealed positions.

The Allies took the southern half of Soissons during the night and
this was the beginning of the battle of the Aisne, in heavy rain.

On Sunday there was an extremely strong resistance along the
whole of the British front of fifteen miles. There was much artillery work,
the Germans using heavy Howitzers, guarding the crossings of the river
Aisne with quickfiring.

Portions of all three of the British Corps crossed the river at
nightfall, the engineers erecting three pontoons.

The Frenchmen on our left are also pressing on, and many crossed
the Aisne on the top of a one girder railway bridge.

During these days many isolated parties of Germans have been
captured.

LONDON, September 18th.
4.40 a.m.

An official Paris *communiqué* issued at 11 p.m. regarding the battle
of the Aisne, says that the situation is unchanged.

[FRENCH OFFICIAL TELEGRAMS VIA PEKING.]

GERMAN ARMY ON THE DEFENSIVE.

LONDON, September 17th.

On the 14th and 15th September the German rearguards joined,
and being attacked by us, were compelled to fight. Later on they were
reinforced by their main armies.

The Germans, keeping on the defensive, are fighting along the
whole front, at several points of which they are strongly organised. Their
front extends from Noyon as far as the Meuse (through the Bois de
Forges, north of Verdun) and marked by plateaux to the north of
Vic-sur-Aisne and of Soissons, north of Laon, of Rheims, and of Ville-sur-
Trube (West Argonne).

[NAVAL TELEGRAMS.]

PARIS, September 16th.
12.55 p.m.

The Germans abandoned many prisoners while we were pursuing
them. We also captured a good deal of war material.

(THROUGH REUTERS' AGENCY.)

CASUALTIES AMONG BRITISH OFFICERS.

LONDON, September 17th.
5.40 p.m.

Lieut. Percy Wyndham, son of the Countess of Grosvenor, has been
killed in action.

The following have been announced by the Official Press
Bureau as being among the killed:—

Colonel Sir E. Bradford.
Colonel L. Le Marchant.
Captain G. Springfield.
Captain B. Stewart (West Kent Yeomanry).

Among the wounded are:—

Colonel J. Geddes (rejoined).
Major L. Butler.

Lieut. Col. Sir Evelyn Ridley Bradford was created a Baronet in
1902. He was Lieut.-Colonel in the Seaforth Highlanders. Entered the
Army 1888; Captain 1895; Major 1903; Lieut.-Colonel 1913. He served in
the Nile Expedition 1898, battles of Atbara and Khartoum; in South
Africa, 1899-1902 (despatches, brevet of Major) Queen's medal and four
clasps, King's medal and two clasps.

Lieut.-Colonel Louis St. Gratien le Marchant, D.S.O., belonged to
the East Lancs. Regt. He entered the Army in 1888, was made Captain in
1895; adjutant 1898. He served in the Chitral Relief Force, 1895 (medal
with clasp); and also in South Africa, 1900-2 (despatches twice, Queen's
medal, three clasps, King's medal, 2 clasps, and D.S.O.).

Captain Stewart was connected with the famous espionage case
which resulted in his being imprisoned in a German Fortress. He was
liberated by the clemency of the Kaiser at the end of last year.

Colonel R. J. Geddes, D.S.O., of the R.A.M.C., entered the army
1884; Major 1899; Lieut.-Col. 1904. Col. 1913. He has served in Burmah
(medal and two clasps); Chin-Lushai (clasp); Mekran Expedition; South
Africa, 1899-1902 (despatches, Queen's medal and four clasps, King's medal
and two clasps; D.S.O.).

KING OF THE BELGIANS SENDS CONGRATULATIONS TO
KING GEORGE.

LONDON, September 17th.
11.57 p.m.

The King of the Belgians has telegraphed to His Majesty
King George congratulating him on the British success at the Marne.
King George has replied, saying that he trusts that the Allies, in
conjunction with the brave Belgians, will free much-tried Belgium from the
invader.

GERMANS RE-ENTER TERMONDE.

LONDON, September 18th.

A German force from Brussels re-entered Termonde on Wednesday
evening and fought a duel with the Belgians stationed north of the town on
Thursday.

LORD KITCHENER AND THE
MILITARY SITUATION.GENEROUS TRIBUTE TO THE SERVICES OF SIR
JOHN FRENCH.

THE STRENGTH OF THE BRITISH ARMY IN THE FIELD.

LONDON, September 17th.
6.25 p.m.

In the House of Lords, Lord Kitchener, in outlining the
military situation, spoke of the consummate skill of Field Marshal
Sir John French, and his calm courage in the conduct of a
strategical withdrawal of troops in face of a vastly superior force.
The Government, he said, appreciated to the full the value of the
services which the Field Marshal had rendered to his country and the
cause of the Allies. Lord Kitchener also paid a tribute to the
marked ability of the other Generals, and the bravery and endurance
of Officers and men.

The tide, he proceeded, had now turned, and the troops were of good
heart and ready to advance when the moment arrived. The gallant French
armies with which they were so proud to co-operate would receive every
support of the British in their national desire to clear their country of
the invaders. Lord Kitchener paid a tribute to the Belgian and Russian
armies, and said that to-day there was ground for quiet confidence, but we
must most strenuously develop our army to bring this mighty struggle
to a successful issue.

The Secretary of State for War went on to say that there were now
in the field more than six British Divisions and two Cavalry Divisions.
These would be maintained at full strength by the flow of reinforcements
of further regulars, additional cavalry being organised from the Overseas
garrisons, including highly trained and efficient troops from India of
historic fame. There would also be several divisions locally trained in the
light of experience of the South African war, and in the case of Australia
and New Zealand, under their new system.

Lord Kitchener emphasised that in the recruiting there had
been most remarkable demonstrations of energy and patriotism by
the young men of the country, and he proposed to organise from
this splendid material four new armies whose training would be
simplified by zeal and goodwill. The Territorials, before many months,
would be ready to take their share in the campaign. A Division
had already gone to Egypt, and a Brigade to Malta. He also
announced that separation allowances to wives would be increased,
and his lordship referred to the assistance to be received in the field from
a division of Marines and Bluejackets which was being organised by
Mr. Winston Churchill, First Lord of the Admiralty. Lord Kitchener
concluded by remarking that in a country priding itself on outdoor
sports they ought to be able to find sufficient young officers. He
was confident that by the Spring Great Britain would prove them-
selves formidable opponents.

[THROUGH REUTERS AGENCY.]

A LIVELY NAVAL BATTLE.

GERMANS MISTAKE THEIR OWN FOR ENEMY'S SHIPS.

LONDON, September 18th.

The Times Correspondent at Petrograd reports that the rumours of a fight between the German and Russian fleets in the Baltic Sea are untrue.

What happened was that a fairly numerous German destroyer flotilla, attended by cruisers engaged in hunting passenger steamers, mistook their own for the enemy's ships and engaged in a lively battle.

The number of vessels crippled is unknown, but several cruisers and destroyers entered Kiel in a badly mauled condition, and many wounded men have been landed.

GENERAL WAR NEWS.

LISTS OF PRISONERS TO BE EXCHANGED.

LONDON, September 17th.
8.35 p.m.

A message from Amsterdam says that the British, French, Russian and German authorities have agreed to an exchange of the lists of prisoners of war.

MILITARY OPERATIONS IN SOUTH AFRICA.

LONDON, September 18th.

A Capetown telegram reports that a patrol of the South African Mounted Rifles, pursuing a German patrol, encountered a German force.

SOUND FINANCIAL CONDITION.

LONDON, September 17th.
8.35 p.m.

A Treasury statement shows that £45,000,000 have been obtained in a month without any appreciable impression on the resources of the country. Notwithstanding large Government borrowings, money is readily obtainable at 3½.

[HAVAS TELEGRAM.]

RUSSIANS CAPTURE FOUR HEAVY GUNS IN GALICIA.

PARIS, September 16th.

A telegram from Petrograd dated the 15th inst. says that the operations of the Russian army in the region Lublin-Krohn completed their former successes. The Russian rearguard are already at Krasnik. The Austrians are demoralised and are retreating.

The total number of guns captured by the Russians in Galicia is over 400, besides 20 "obusiers" (guns of large calibre.)

FOOD PRICES IN HONGKONG.

A comparison of the maximum market prices as fixed by proclamation on September 11th, and printed on page 7 of to-day's issue, with the market prices ruling just before the outbreak of the war, shows that butchers' meat in Hongkong is actually cheaper now than it was then. Last week's proclamation lowered the maximum prices of many foodstuffs quoted in the Market Price List.

A "GUID CONCEIT."

Germany's aspirations were thus briefly summarised on August 3rd in the well-known and influential newspaper, the *Lokalanzeiger*—

"We begin to-day the final fight which shall settle for ever our great position in the world, which we have never misused, and when the German sword again glides into its scabbard everything that we hope and wish will be consummated. We shall stand before the world as its mightiest nation, which will then, at last, be in a position, with its moderation and forbearance, to give to the world for ever those things for which it has never ceased to strive—Peace, Enlightenment, and Prosperity."

FOOTSORENESS IN SOLDIERS.

FRENCH AND GERMAN PREVENTIVES.

Every year at the French military manoeuvres, in spite of the fact that the military boot is chosen a trifle large to avoid injuring the feet, in the first few days' marching a large number of soldiers suffer from blisters and chafing which compel them to go on the sick list, and the same would doubtless be the case in warfare. Dr. Arnould, a military medical officer, having noted the enormity of these injuries with too great mobility of the foot in the regulation boot, suggested, according to the Paris correspondent of the *Lancet*, the use of a leather thong, 75 cm. long by 5 in width, which is bound round the boot outside, being placed in the hollow of the foot, brought over the instep, and crossed in a figure of eight backwards round the tendon Achilles, thus immobilising the foot in the boot and obviating the chafing. In all the regiments in which this method has been adopted the number of footsore soldiers, after early marches, has been reduced to an insignificant proportion. The analogous German "Fusschoner" contains steel bands, which render the apparatus both more complicated and more costly.

GERMAN RETREAT "ONLY FOR STRATEGIC REASONS."

A cable received last Saturday by the German Consul in Manila from Count Bernstorff, German Ambassador at Washington, said—

"The Right Wing of the German army has been withdrawn in order not to be outflanked from Paris. This movement caused some losses through the separation of small bodies on wooded ground."

"The Centre is situated between Sedan and Maillay. The Left Wing near Vitry and eastern is making good progress."

"Mauberge, the south-west forts of Verdun and Fort Genicourt have fallen."

"The disengaged troops are advancing for decisive action."

"The attack of the Lorraine army is progressing."

An unofficial telegram from Washington, dated September 14th, says—

"Dispatches received here from Berlin announce that the German army is retreating. The inhabitants of the city are reported to be sullen with a presentiment of defeat."

A report published by the *Ostasiatischer Lloyd* says—"The German official report states that the German Right Wing withdrew from Soissons to avoid being surrounded by Paris troops. It suffered some losses by the cutting off of several detachments in the forests, but notwithstanding this about sixty guns belonging to the enemy were captured, and several thousand English were made prisoners." (1)

GERMAN SHIP LOADING COAL AT MANILA.

The Manila *Cablenews* of the 13th inst. says—"At the order of the Japanese Consul, Mr. Tanaka Sugimura, the Japanese collier *Koshu Maru*, which Thursday was alongside the German freight steamer *Elmskorn*, was forced to cast off and take up moorings in another part of the bay. But 1,000 tons of coal of the 5,000 to be taken on, had been transferred from the Japanese vessel to the German freighter, when the consular command was given the Japanese Captain to quickly find other moorings."

In a later issue our contemporary says:—Because German vessels have left Manila with their holds filled with Japanese coal, the Japanese Government will probably prohibit the exportation of coal from Japan to the Philippines and also the transportation of coal from other sources to the Islands in Japanese bottoms. No official advice has yet been received from Japan, but rumour has it that the Japanese Government is highly incensed over the *Koshu Maru* incident of last week, when the Japanese collier lay alongside the German freighter and proceeded to fill her holds with coal.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

CHINA MEETS HER FINANCIAL OBLIGATIONS.

PEKING, September 18th.

The Chinese Government will meet its obligations due at the end of August, including the Boxer indemnity instalment.

PRESIDENT YUAN SUPPRESSING PRESENT GIVING.

PEKING, September 18th.

The President has reprimanded the Governor of Kansu for sending him Birthday presents, which he had previously notified that he would not accept from any official. The President returned the presents.

A second magistrate has been shot for bribery.

[THROUGH REUTERS AGENCY.]

BRITISH TRAINING SHIP FOUNDERS.

LONDON, September 18th.

The Admiralty announces that the training ship *Figard II*, late *Frebus*, while being towed up the channel, foundered during a gale and twenty-one were drowned.

The *Figard* was an obsolete battleship and had a crew of 64 including Dockyard workmen. The survivors were landed at Portsmouth.

THE SOUTH AFRICAN SENSATION.

GANG OF DESPERADOES COMMIT SUICIDE IN A CAVE.

JOHANNESBURG, September 18th.

The Jackson gang of desperadoes, whose pursuit led to the shooting of General Delarey, under circumstances reported yesterday, took refuge in a cave in East Rand. When the police summoned them to surrender, the gang offered to give their arms to Jackson's wife. The latter was summoned and when she entered the cave she was shot and the gang committed suicide.

MARRIAGE OF SIR EDWARD CARSON.

LONDON, September 18th.

Sir Edward Carson has been married to Ruby, daughter of Colonel Stephen Frewen, and niece of the former Independent Nationalist member of the House of Commons.

IMPERIAL SHOOTING.

LONDON, September 17th.

The final results of the Imperial Challenge Shields were as follows:—

Senior, St. Anne's College, Nova Scotia, average 43.33
Junior, Crediton Boy Scouts, 42.22

MURDER AT SHAIKIWAN.

A Chinese workman named Lo Hong, recalled home hastily from his work at the Taikee Dock, found his wife lying on the floor of his flat with a knife buried in her neck. He left the house yesterday morning at 7 a.m. and between that hour and 9 a.m. she had been foully murdered. The flat is situated above the Chinese Public Dispensary at 94 Shaikiwan West and the occupiers say that they heard nothing. The victim was 34 years of age. Jewellery including four bangles to the value of \$176, was taken from the woman's wrists. Sums of money about the house which were left untouched, indicated that the murderer had been disturbed or had become frightened. The Police are conducting enquiries, but no arrest has yet been made.

RELIEF TO A JOURNALIST'S MONOTONY.

Warily waiting for war telegrams that do not come, the pressman of Singapore (says the *Free Press*) has the monotony relieved by frequent and regular buff envelopes containing the Hongkong Weather telegram. The weather scientists up north are determined to show that nothing shall interfere with their humane warnings to shipping that too seldom goes. These wires are all carefully scrutinised by the Censor and have his chop put on them.

Our correspondents, says *The Globe*, are grappling nobly with the problem, "Why did the pillow slip?" A suggestion that reached the paper was "Because it saw the night shift." "H.R.S.A." endeavours to solve the problem with the assertion, "Because it felt the bed spread." "M. G. V." sends from Richmond the illuminating suggestion, "Because it was in a hurry to help Ida down." A provincial correspondent slips in with "Because it heard the mattress ticking," but disclaims all responsibility.

COMPANY REPORT.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the thirty-first ordinary general meeting, is as follows:—

The general managers beg to submit to the shareholders their report on the thirty-first year's working of the Company, ending June 30th, 1914.

After paying all running expenses, including charges, premia of insurance, remuneration to the consulting committee and auditors' fees, there remains a balance at credit of profit and loss account of \$90,684.25, which, with the approval of shareholders, it is proposed to appropriate as follows:—

"To pay a dividend of 6 per cent. on the capital of the Company, absorbing \$60,000 and to write off the balance of \$30,684.25 from the value of the Company's properties."

Cargo has been fairly plentiful throughout the year and rates of freight on the coast have shown a slight improvement.

The steamers and other properties of the Company have been maintained in good order, but the expenditure for repairs and upkeep has been heavy.

The amounts appearing as "freights due" and "accounts receivable" have since been collected.

Consulting Committee.—Mr. R. G. Sheehan was invited to fill the vacancy caused by the retirement of Mr. C. A. Jones. The Committee now consists of Mr. J. W. C. Bonnar, Hon. Mr. David Landale and Mr. R. G. Sheehan, who retire in terms of the Articles of Association but offer themselves for re-election.

Auditors.—The accounts for the first half-year have been audited by Messrs. A. R. Lowe and C. Bernard Brown, and for the second half-year by Messrs. E. A. M. Williams and C. Bernard Brown. Messrs. Lowe and C. Bernard Brown now retire but offer themselves for re-election.

DOUGLAS LAFFRAK & CO., General Managers.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1914.

To Dividend paid for the year 1913	\$ 50,000.00
To Amount written off for Depreciation for year 1913	20,949.62
To Exchange Account	4,173.21
To Consulting Committee	2,000.00
To Auditors' Fees	600.00
To General Managers Remuneration for Office Expenses	10,000.60
To Balance	90,684.25
	\$178,406.48

By Balance of Profit and Loss Account, 30th June, 1913 \$ 70,949.02 |

By Interest, Dividend on Mortgage and Fixed Deposits 12,272.00 |

By Profit on running the Company's Steamers and Steam Launch during the year 95,185.46 |

To Balance \$178,406.48 |

BALANCE SHEET, ON 30TH JUNE, 1914.

LIABILITIES.

Capital Account:—

20,000 Shares at \$50 \$1,000,000.00 |

Reserve and Depreciation Fund 120,000.00 |

Underwriting Account of the Company 135,658.93 |

Unpaid Dividends:—

Account June 1911 127.50 |

" " 1912 4.00 |

" " 1913 2.50 |

Sundry Accounts Payable 43,005.70 |

Profit and Loss Account 90,684.25 |

	\$1,389,482.81
--	----------------

ASSETS.

Value of Co's Steamers:—

Italian, Haiyang 2,000.00 |

Haiching and 214,000.00 |

Haiman as per last Account 55,435.69 |

Less amount written off as resolved at last General Meeting 1,453.69 |

22,248.49

Steam Launch at Foochow 2,000.00 |

Loans on Mortgage and Fixed Deposit 214,000.00 |

Hongkong and Shanghai Bank (Current Account) 55,435.69 |

Cash in hand 1,453.69 |

Freights due on 30th June, 1914 74,417.41 |

Sundry Accounts Receivable from Agencies, etc. 52,204.63 |

Tonnage Dues, Unexpired 1,500.00 |

Coal Stock 3,100.80 |

	\$1,389,482.81
--	----------------

J. W. C. BONNAR, Members of Consulting Committee.

R. G. SHEEHAN, DOUGLAS LAFFRAK & CO., General Managers.

We report having examined the above balance sheet with the books, vouchers and securities of the Company and certify that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at 30th June, 1914, according to the best of our information and explanations given us and as shown by the books of the Company. We have obtained all the information and explanations we have required.

E. A. M. WILLIAMS, A.S.A.A., Auditors.

C. BERNARD BROWN, A.C.A., Auditors.

Hongkong, 19th September, 1914.

INTERESTS AND DUTY OF GREAT BRITAIN.

THE POSITION ANALYSED.

The Times of July 31st had the following leading article:—

One question is to-day on all lips:—What course shall England pursue should a general European war break out?

Prejudice, passion, or ignorance of the fundamental conditions of our national freedom inspire divergent answers. It is therefore necessary to consider in the cold light of historical fact and of reason the actual terms of the problem before making up our minds as to the course to be pursued.

At moments of supreme peril nations, like individuals, are best guided by the impulse that is strongest in human beings—the instinct of self-preservation. It is well that this should be so; for none but interests instinctively recognised as vital can carry a people through a life-and-death struggle.

DANGERS OF ISOLATION.

The first principle of all British foreign policy is recognition of the fact that England, though an island, forms part of Europe. Forgetfulness of this simple fact has in the past had disastrous consequences. Without reverting to the war of 1870, when England, by abandoning France to her fate, allowed her to be dismembered, and has ever since paid the cost in the growing burden of international armaments, it is necessary only to remember the position held by Great Britain at the end of the South African War. This policy of the late Lord Salisbury had been one of "splendid isolation." When disaster overtook us in South Africa we were without a friend on the Continent, and were only saved from attack by a European coalition because the Emperor of Russia declined to sanction such a policy and because the question of Alsace-Lorraine formed an insuperable obstacle to military and naval co-operation against us by Germany and France.

The policy of "splendid isolation" became a military and political impossibility, unless we were prepared so to strengthen our Army and our Navy as to be able to defy any attack or combination of attack by land and sea. King Edward recognised this fact, and with the advice of his Ministers sought to diminish the number of our potential enemies on the Continent. Contrary to many interested or mistaken assertions, neither he nor Lord Lansdowne ever conceived the policy of making friends in Europe as a policy of aggression.

The first step in this policy had little reference to Europe. It consisted in the Anglo-Japanese Alliance of 1902. But it was the Anglo-Japanese Alliance that led directly to the Anglo-French Entente of 1904. During 1903 England strove, as she is striving now, to prevent war, by urging Russia to come to terms with Japan. France also sought to restrain her ally, lest entanglement in the Far East should render Russia incapable of supporting France in Europe. Russian support was indispensable to France, who had constantly been exposed to diplomatic and military pressure by Germany, and had, in 1875, only been saved from German attack through the intervention of the Emperor of Russia and especially of Queen Victoria. Queen Victoria then saw that the undisputed predominance of Germany in Europe, and the permanent disablement of France, would create for England a situation as dangerous as that which grew up when Napoleon established his supremacy on the Continent.

Anglo-French efforts failed to prevent the Russo-Japanese War in 1904. Germany, who was anxious to remove the pressure of the Russian Army from her eastern frontier, counteracted them. When the war broke out France and England were obliged quickly to decide whether they would join in the war and fight each other, or would agree to remain neutral and to counterbalance German supremacy. They chose the latter course in February, 1904. A few weeks later the agreement with France, known as the Entente Cordiale, turned this negative agreement into a positive pact.

Russia is now defending a vital interest. France, who is bound to Russia by alliance, and still more by the necessities of her European situation and political independence, is compelled to support Russia. England is bound by moral obligations to side with France and Russia, lest the balance of forces on the Continent be upset to her disadvantage and she be left alone to face a predominant Germany.

BRITAIN'S VITAL INTEREST.

A vital British interest is therefore at stake. This interest takes two forms—the general interest of European equilibrium, which has been explained, and the more direct interest of preserving the independence of Holland, and particularly Belgium. The Franco-German frontier along the Vosges has been so formidably fortified on both sides that a German or a French advance across it seems improbable. The point of contact between the German and French armies would probably lie in or near Belgium. But a German advance through Belgium into the north of France might enable Germany to acquire possession of Antwerp, Flushing, and even of Dunkirk and Calais, which might then become German naval bases against England. This is a contingency which no Englishman can look upon with indifference.

But, if it be merely a contingency, why should England not wait until it is realised before acting or preparing to act? Because, in these days of swift decisions and swifter action, it would be too late for England to act with any chance of success after France had been defeated in the north. This is why the shots fired by the Austro-Hungarian guns at Belgrade reverberate across the English Channel. The safety of the narrow seas is a vital, the most vital, British national and Imperial interest. It is an axiom of British self-preservation. France does not threaten our security. A German victory over France would threaten it irremediably. Even should the German Navy remain inactive, the occupation of Belgium and Northern France by German troops would strike a crushing blow at British security. We should then be obliged, alone and without allies, to bear the burden of keeping up

a fleet superior to that of Germany and of an Army proportionately strong. This burden would be ruinous. The instinct of self-preservation, which is the strongest factor in national life, therefore compels us—if the efforts of our Government to keep the peace should fail—to be ready to strike with all our force for our own safety and for that of our friends.

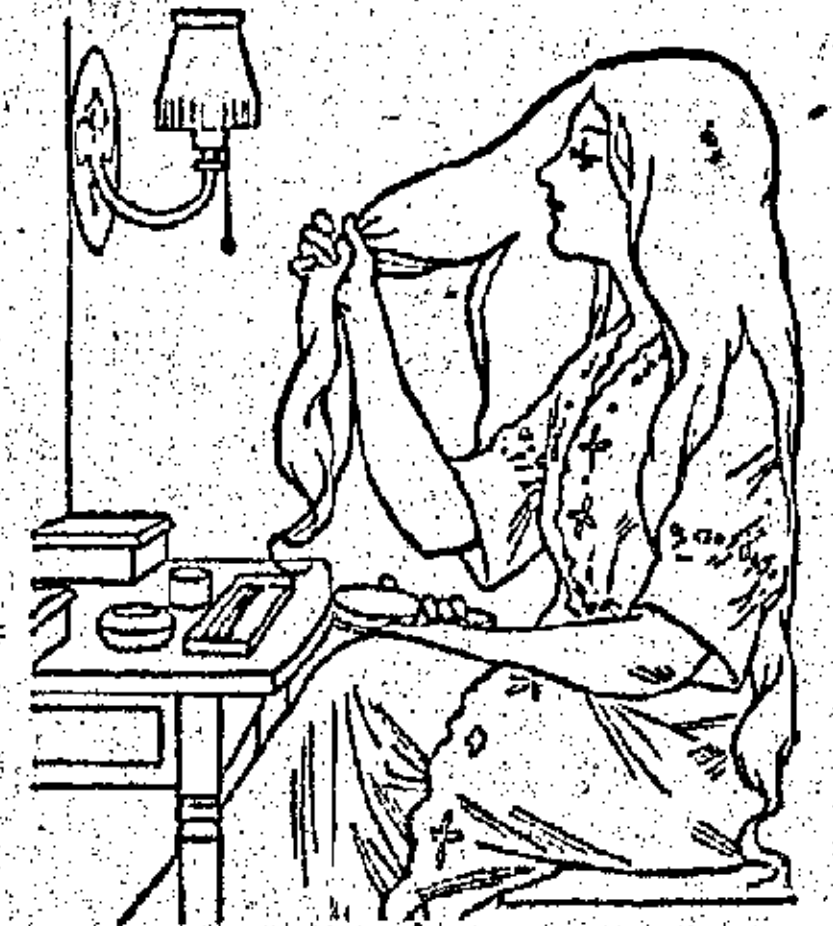
CHINESE TRADE IN HUMAN HAIR.

In the British Consular Report on the trade of Canton during 1913, just issued, it is recorded, among the principal native products, that 14,205 cwt. of human hair were exported last year, as against 11,610 cwt. in 1912. In the corresponding report for Taichow (from which 44 piculs of human hair were exported in 1913, as against 35 piculs in 1912), it is noted that "since the downfall of the Manchu dynasty and the consequent removal of the queue, a certain amount of hair has been on the market, although very small compared with larger centres, such as Shanghai and Tientsin. The quality is good, but the sorting to lengths cannot compare with that of the old-established trade from Canton." In the report for Tientsin, the export of human hair for 1913 is given as 4,553 piculs, the amount in 1912 having been 3,311 piculs. Horse-hair was also exported from Tientsin to the extent of 11,197 piculs in 1913, showing a decrease on the 13,185 piculs exported in 1912. The British Consul there remarks that prices were high throughout the year for horsehair, "shorts"—used for brush drafts—advancing beyond all previous records. He adds that "the native dealers showed their misapplied cleverness by adulterating these shorts with human hair to the extent of from 25 to 75 per cent., in some parcels. For a time the trick was successful, but as soon as the shippers realised the adulteration, prices for the mixture depreciated to such an extent that it was the native dealers who were losing money."

A London telegram says: Strict pacifists are obliged to admit that every extra million spent on the British fleet is to-day worth ten millions.

INTIMATIONS

Why worry About Your Hair



Cuticura Soap Shampoos

And occasional use of Cuticura Ointment will clear the scalp of dandruff, allay itching and irritation, and promote hair-growing conditions.

Samples Free by Post

Cuticura Soap and Ointment sold everywhere. Sample of each with 25c. book free from nearest depot: Newbury, 27, Charterhouse St., London E.C. Town & Co., Sydney, N.S.W.; London, Ltd., Cape Town; Muller, Madras & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

[98-P]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

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MESSRS. VAN Vollenhoven & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

[2]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 35. Telephone No. 12.
Telegraphic Address: "Pars." Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE GULAKALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 28th August, 1914, has been received from the London Secretaries of the above Company:—

"Pending instructions suspend all transfers when transferor or transferee are German or Austrian subjects."

By Order of the Local Board,
ILBERT & Co., Ltd.,
Shanghai Local Secretaries.
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, 18th September, 1914. [1162]

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB (1886 issue) was held in the Club House on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1409	1822
205	702	1121	1482	1844
232	820	1184	1489	1867
314	873	1195	1512	1875
415	874	1192	1541	1886
422	906	1212	1561	1897
484	908	1231	1622	1907
499	978	1237	1625	1909
581	1011	1307	1672	1922
564	1012	1327	1695	1926
593	1047	1370	1750	1956
741	1050	1434	1798	1962
741	1065	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order, JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1914. [1153]

ROSSIA INSURANCE COMPANY.

NOTICE IS HEREBY GIVEN that we have handed over to the RUSSO-ASIATIC BANK the Agency hitherto held by us.

All communications or enquiries concerning Policies issued by this Company should be addressed to the RUSSO-ASIATIC BANK, MELCHERS & Co.

WE HAVE taken over from MESSRS. MELCHERS & Co., the Agency of the RUSSIA INSURANCE Co., hitherto held by them, and shall be pleased to attend to any enquiries regarding Policies issued by them.

RUSSO-ASIATIC BANK.
Hongkong, 16th September, 1914. [1148]

PEAK CLUB.

By kind permission of Colonel Watson and his Officers, the Band of the 74th Punjab will play at the PEAK CLUB on SATURDAY Night the 26th inst., commencing at 9.15 P.M.

By Order, ENTERTAINMENT COMMITTEE.
Hongkong, 17th September, 1914. [1149]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 23rd September, both days inclusive.

DOUGLAS LARBAIK & Co.,
General Managers.
Hongkong, 6th September, 1914. [1114]

NETHERLANDS LLOYD OF AMSTERDAM AND BATAVIA.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

W. A. HANNIBAL & Co.
Hongkong, 16th September, 1914. [1145]

S.S. "TINGSANG" (Wrecked).

SHIPWRECKED and UNDERWRITERS interested in the Cargo of this Steamer are requested to communicate with the Under-signed within three months from date.

GILMAN & Co.,
Lloyd's Agents.
Hongkong, 23rd June, 1914. [1510]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, r.c.p.

[1343]

JUST RECEIVED

SUTTON'S
FLOWER AND VEGETABLE
SEEDS

GRACA & CO.
PRINCE ST. (Hongkong Hotel Building).
Hongkong, 16th September, 1914. [1338]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, TO-DAY (SATURDAY), the 19th day of September, 1914, at NOON, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 58, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 80 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 84:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly" and the 30th June and the "31st December, shall make a "General Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a "General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 8th line of Article 177.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 24th August, 1914. [1065]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Expert Work. We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Voeux Road Central (First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. [710]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSAGE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road. Telephone No. 400.
Hongkong, 30th July, 1914. [392]

SINGON & CO.

ESTABLISHED A.D. 1880.
IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 33 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 514. [45]

INTIMATIONS

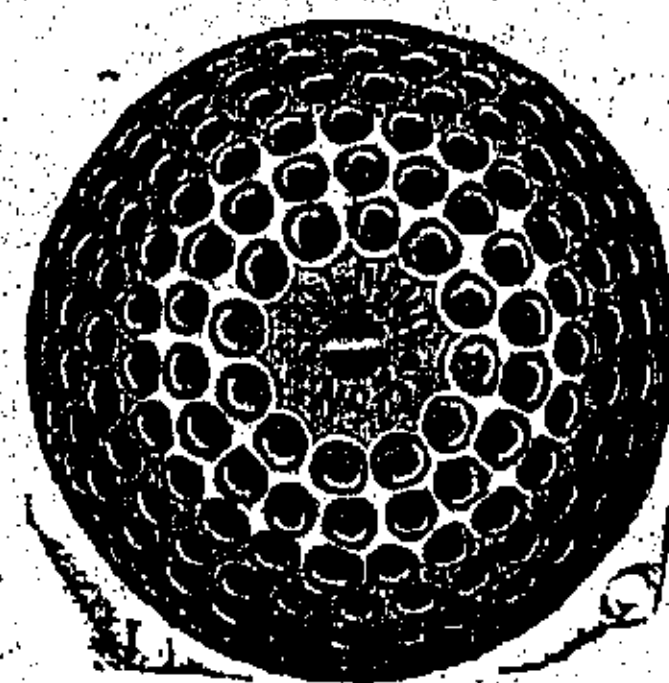
LANE, CRAWFORD & Co.

SOLE AGENTS FOR
SPALDING'S ATHLETIC GOODS.
EVERY REQUIREMENT FOR GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.

FROM 65 CENTS EACH. GOLF BALLS FROM 65 CENTS EACH.

ARON COLONELS, \$1.30 Each.
WHITE COLONELS, 1.30 Each.
PATENT COLONELS, 1.10 Each.
HEAVY COLONELS, 1.10 Each.
WOOD MILNES, 1.10 Each.
BLUE CIRCLE, 90 Cents.
DOMINO DIMPLES, \$1.30 Each.
GLORY DIMPLES, 1.30 Each.
MIDGET DIMPLES, 1.30 Each.
BLACK AND WHITE DOT, 1.10 Each.
SPALDING "BOB", 65 Cents.



SPALDING "GOLD MEDAL" CLUBS.
DRIVERS AND BRASSIES.
PRICE \$5.50 EACH.

R. FORGAN'S CELEBRATED CLUBS.
MADE AT ST. ANDREW'S.
PRICE FROM \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.
ALL MODELS.
PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.
STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVES,
CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

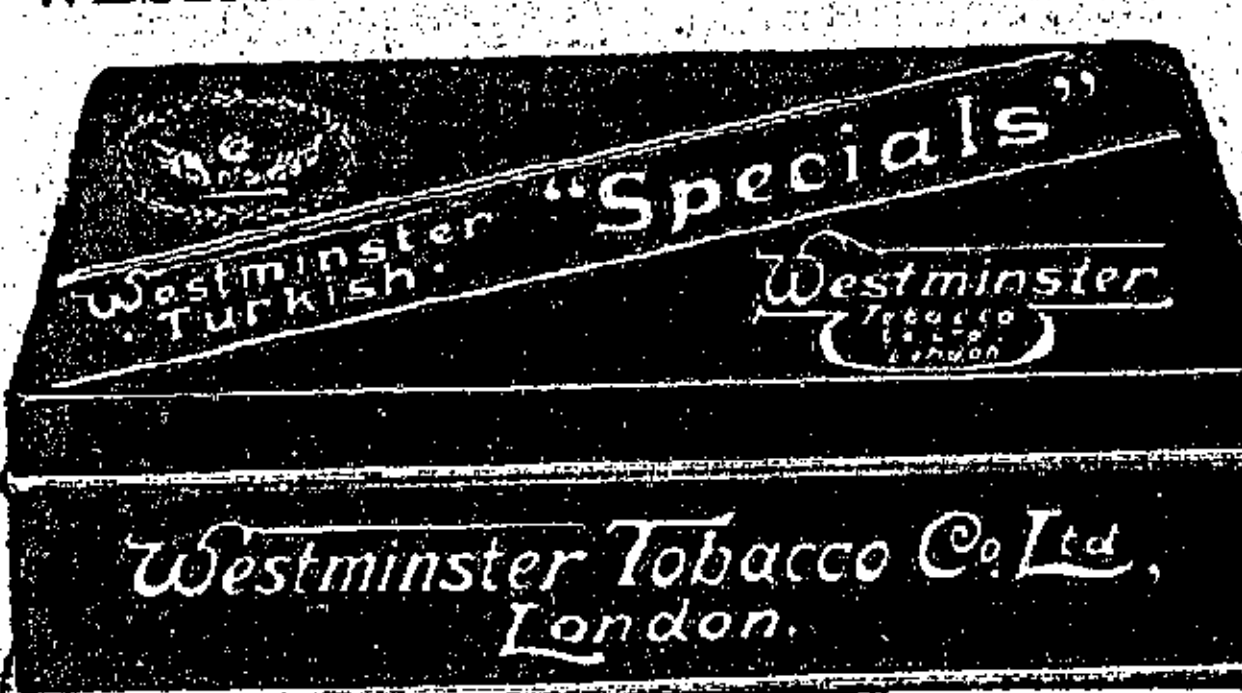
REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & CO. [39]



THE TURKISH CIGARETTE OF PERFECT FLAVOUR.

WESTMINSTER "SPECIALS."



\$1.25 FOR A TIN OF 50 CIGARETTES.

No advance has been made in the Price of these Cigarettes and fresh supplies are arriving every month.

Hongkong, 10th September, 1914. [1134]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—
DEACON, LOOKER, DEACON & MARSTON.
Hongkong, 3rd September, 1914. [1101]

TO LET.

NO. 7, KNOTSFORD TERRACE, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [1091]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1914. [1083]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 5th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 8th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
GODOWN, 38, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [1091]



THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... " 7,499,250

Reserve Funds ... " 3,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kienyang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Tientsin, Canton, Moji, Takow, Dairen, Newchwang, Tientsin, Foochow, New York, Tokyo, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE.

3, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [18]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000

equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 15th September, 1914. [859]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (22,500,000)

Paid-up Capital... Fl. 17,407,000 (21,460,680)

Reserve Fund..... Fl. 6,518,000 (2543,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 3rd October, 1913. [21]

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 825,000
Reserve Fund ... " 450,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital... \$1,200,000

Reserve Fund ... " 21,200,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... " 7,499,250

Reserve Funds ... " 3,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kienyang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Tientsin, Canton, Moji, Takow, Dairen, Newchwang, Tientsin, Foochow, New York, Tokyo, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE.

3, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [18]

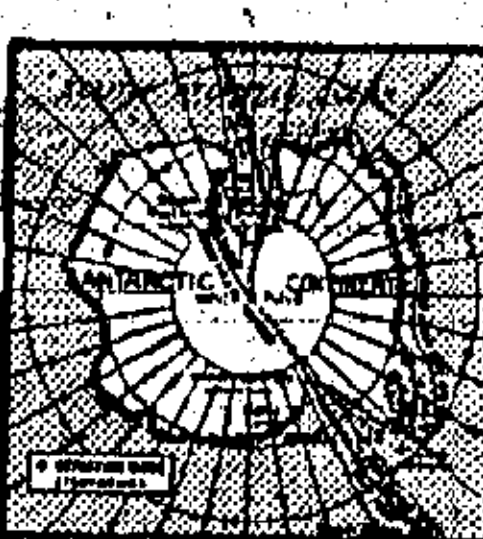
INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

Cutler, Palmer & Co.
The Wine Merchants of the East.

JAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

Sir Ernest Shackleton's Route
1,700 miles
across the South
Pole from sea to sea.



WRITING to the agent entrusted with the purchasing of the stores for the expedition, Sir Ernest Shackleton writes, these words:

"The question of the concentrated beef supply is most important—it must be Bovril."

Men who trust their lives to their food must recognize the scientific principle of Bovril.

"HOW I MADE MY WINDOWS PRETTY."
"Peach's Beautiful Book told me all about it."

FREE to all. Tell us what you like in your home. We will send you a copy of "How I Made My Windows Pretty" free of charge.

The greatest problem which confronted me when I was thinking of my home, was how to dress the windows in the most attractive fashion on an economical basis. I must confess that I was considerably perplexed, until I wrote to Peach's for their book, "Ideal Home Decorations"—the greater portion of which is devoted to curtains and decorations. It contains 200 of the most charming designs, showing how the most unattractive windows could be made pretty and inviting. It is the only book produced with the aid of Peach's Special Patent Hems and Sunfast Fabrics. These in themselves are worth a volume of description.

I was most impressed by the charming ideas for curtain window decorations. These suggestions not only embodied the actual size and number of curtains required but also told me at a glance just how much each window would cost, and then by reference to the book one could easily see how the window would look when finished.

The book also contains many varieties of other necessities: HOUSEHOLD LINENS, UNDERWEAR, CLOTHING, LADIES' BLOUSES, LACES, etc.

The illustrations were superb. Nowhere is it possible to obtain curtains of such exquisite taste. A plain fact also to the most casual observer was the astonishingly moderate prices of the productions from this famous loom.

Peach's Loom Prices 25% CHEAPER. Here were beautiful designs of curtains, designs exclusive to Messrs. Samuel Peach and Sons, the actual makers, which were at least 25 per cent cheaper than one usually pays for the most costly curtains. Yet they were infinitely superior in quality. This is simply because Peach's are the actual makers supplying direct to the users and have 50 years' reputation.

Fill in the coupon below, or send postcard for free copy of this magnificent book. You will never cease to admire its contents. Write now to the handsome book "Ideal Home Decorations" by return.

FREE COUPON.
S. Peach & Sons (Dept. 1), Nottingham, England.
Please send me your Free Catalogue Curtains Guide as per your offer.
Name.....
Address.....

WAR AGAINST BLOOD AND IRON.

(By H. G. WELLS.)

LONDON, August 4th.

At last the intolerable tension is over. Europe is at war. The monstrous vanity that was begotten by the easy victories of 1870-71 has challenged the world. Germany prepares to reap the harvest that Bismarck sowed. That trampling, drilling foolery in the heart of Europe that has arrested civilisation and darkened the hopes of mankind for forty years—German imperialism and German militarism—has struck its inevitable blow.

The victory of Germany will mean the permanent enthronement of the war god over all human affairs. The defeat of Germany may open the way to disarmament and peace throughout the earth. To those who love peace there can be no other hope in the present conflict than her defeat, the utter discrediting of the German legend—ending it for good and all—of blood and iron, the superstition of Krupp, flag-wagging, Teutonic Kiplingism, and all that criminal sham efficiency that centres in Berlin.

Never was a war so righteous as the war against Germany now; never any State in the world so clamoured for punishment; but be it remembered that Europe's quarrel is with Germany as a State, not with the German people, with the system, not with the race.

The older tradition of Germany is a pacific, civilizing tradition. The temperament of the mass of the German people is kindly, sane, amiable. Disaster to the German Army, if it is unaccompanied by such a memorable wrong as dismemberment or intolerable indignity, will mean the restoration of the greatest people of Europe to the fellowship of the western nations.

The role of England in the huge struggle is as plain as daylight. We have to fight if only on account of the Luxemburg outrage. We have to fight. If we do not fight England will cease to be a country to be proud of and we shall have a dirt bath to escape from.

But it is inconceivable that we should not fight, and, having fought, then in the hour of victory it will be for us to save the liberated Germans from vindictive treatment, to secure for this great people their right to a place in the sun as one united German-speaking State.

First, we have to save ourselves and Europe, and then we have to stand between the Germans on the one hand and Cossack revenge on the other.

SURE GERMANY WILL BE DEFEATED.

For my part, I do not doubt that Germany is doomed to defeat in this war. It may not be a defeat. There is no destiny in the stars and every sign is false if this is not so.

They have provoked an overwhelming combination of enemies. They have underrated France. They are hampered by bad social and military traditions. The German is not naturally a good soldier. He is orderly and obedient, but not nimble or quickwitted. Hence his sole considerable military achievement is his not very lengthy march to Paris in 1871.

The conditions of modern warfare have been almost completely revolutionized and in a direct way that subordinates massed fighting and unintelligent men to the rapid initiative of individualized soldiers.

On the other hand, since those years of disaster, the Frenchman has learned the lesson of humility. He is prepared now solemnly for a similar struggle. His is the gravity that precedes astonishing victories. In the air, in the open field, with guns and machines, it is doubtful if any one fully realizes the superiority of his quality to the German.

This sudden attack may take him aback for a week or so, though I doubt even that; but in the end, I think, he will hold his own even without us, and well as I venture to prophesy within three months from now his tri-colour will be over the Rhine, and, even suppose his line gets broken by the first rush, even then I do not see how the Germans are to get to Paris or anywhere near Paris.

I do not see how, against the strength of modern offensive, and the stinging power of an intelligent enemy in retreat, of which we had a little foretaste in South Africa, the exploit of Sedan can be repeated.

A retiring German army, on the other hand, will be far less formidable than a retiring French Army, because there is less devil in it, because it is made up of men taught to obey in masses, because its intelligence is concentrated in old automatic officers; because it is dismayed when it breaks ranks.

The German Army is everything the conspirators dreamed of making our people. It is, in fact, an army about twenty years behind the requirements of contemporary conditions.

ISSUE WITH RUSSIA MORE DOUBTFUL.

On the eastern frontier the issue is more doubtful because of the uncertainty of Russian things. The peculiar military strength of Russia, the strength she was never able to display in Manchuria, lies in her vast resources of mounted men.

A set invasion of Prussia may be a matter of many weeks, but the raiding possibilities in Eastern Germany are enormous.

It is difficult to guess how far a Russian attack will be directed by intelligence, how far Russia will have to blunder very disastrously, indeed, before she can be put upon the defensive.

A Russian raid is far more likely to threaten Berlin than a German to reach Paris.

Meanwhile there is a struggle on sea. In that I am prepared for some rude shocks. The Germans have devoted an amount of energy to the creation of an aggressive navy that would have been spent more wisely in consolidating their European position. It is probably a thoroughly good navy, and, ship for ship, the equal of our own, but the same lack of invention, the same relative uncreativity that kept the German behind the French-

WM. POWELL, LTD.

Telephone 346.

We have the largest and best collection of

CRETONNES

ever shown in Hongkong at one time.

Over 100 distinct patterns.

ALSO

FADELESS CASEMENT CLOTHS

AND

BOLTON SHEETINGS

IN ALL ART SHADES.

WITH A UNIQUE COLLECTION OF
BORDERING TO MATCH.

PLEASE SEND FOR PATTERNS.

[840]

men in things aerial, made him follow our lead in naval matters, and if we erred, and I believe we have erred, in overrating the importance of big battleships, the German has at least very obligingly fallen in with our error.

The safest and most effective place for the German fleet at the present time is the Baltic Canal. Unless I underrate the powers of the waterplane there is no safe harbour for it. If it goes into port anywhere that port can be mined and bottled up. Ships can be destroyed at leisure by aerial bombs, so that if they are on this side of the Kiel Canal they must keep at sea and fight, if we let them before their coal runs short, a battle in the open sea.

NAVAL FIGHT AGAINST ODDS.

In that case their only chance will be to fight against odds, with every prospect of a smashing, albeit we shall certainly have to pay for victory in ships and men. In the Baltic we shall not get at them without the participation of Denmark, and their ships may have considerable use against Russia's, but in the end even there the mine, aeroplane, and destroyer should do this work.

So I reckon that Germany will be held in the east and the west will get her fleet practically destroyed.

We ought also to be able to sweep her shipping off the seas and lower her flag forever in Africa, Asia, and the Pacific. All the probabilities seem to me to point to that.

There is no reason why Italy should not stick to her present neutrality. There is considerable inducement at hand for both Denmark and Japan to join in directly they are convinced of the part of Germany.

All these issues will be more or less definitely decided within the next two or three months. By that time I believe, German imperialism will be shattered, and it may be possible to anticipate the end of the armaments phase of European history.

France, Italy, England, and all the smaller powers of Europe are now Pacific countries. Russia, after a huge war, will be too exhausted for further adventure. Shattered Germany will be revolutionary. Germany will be as sick of the uniforms and imperialist idea as France was in 1871, as disillusioned about predominance as Bulgaria is to-day.

The way will be open at last for all these Western Powers to organize a peace. That is why I, with my declared horror of war, did not sign any of these "stop the war" appeals.

Declarations that have appeared in the last few days are that every sword is drawn against Germany. Now is the sword drawn for peace.

RICE CROP PROSPECTS IN JAPAN.

Concerning the prospect of this year's

crop of rice, the rainy season has up to the present been quite normal and there is promise of an abundant harvest, not only in rice but in vegetables. If there is a normal amount of sunshine after the rainy season ends, the rice crop of this year will probably be a very good one. The price of rice has recently fallen to a certain degree, and it will probably fall even lower. Various reasons are offered for the fall in quotations, but it is now known that the amount of rice carried in stock from the year 1912 to 1913 ranged between 2,500,000 to 3,000,000 koku; that the crop of wheat, which is the staple substitute food for rice, was larger than the average amount by about 10 per cent, that Korean rice was recognised in May of last year as a substitute for home grown rice for exchange purposes, and that the import duty on Korean rice was removed in October last year. All these causes have contributed to an abundance of supply by this time and also to the fall in price. The farmers in the provinces are stated to be maintaining their stocks on hand in the hope that prices will recover, but in the meantime they have no funds with which to buy manure for this year's rice cultivation. Therefore, it may be presumed that they will be forced to dispose of their stocks at whatever price they can secure before the new harvest season. All things considered, the price of rice is on the down grade, much to the relief of the poorer classes.

CONGRATULATIONS FROM AUSTRALIA.

The following official telegram from the Foreign Office has been handed to Reuters' Agency at Peking, dated London, September 8th, 1914:

The Government and people of Western Australia have telegraphed expressing their intense admiration of the gallant manner in which the British troops have acquitted themselves. "Their splendid valour," the telegram concludes, "has made us still prouder of the grand old flag."

The Governor-General of the Commonwealth of Australia has telegraphed as follows to the Colonial Office:—

"All ranks Commonwealth defence forces congratulate Army and Navy on their splendid achievements. Australian expeditionary force eagerly look forward to joining their comrades in the field."

KEEPS THE FAMILY FIT.

INDIGESTION NO MORE THE TYRANT OF A HOUSEHOLD.

A tyrant was so called, first of all, because he seized the ruling power without the consent of the people. Hence we get the idea of a master who oppresses those under him. It is the melancholy fate of a vast number of people that they have to live under the rule of the stomach and other organs of digestion. They have allowed these important agents of human well-being to get the upper hand; and they groan under a tyranny, which the longer it lasts, grows harsher and harsher. Patience, in its proper place, may be a virtue; but one cannot tamely submit to the penalties which follow in the train of indigestion. A blow for freedom must be struck. How best to do it is the problem. Let us provide the solution.

The average man or woman called upon to pay an unjust tax would spiritedly refuse to hand over the shilling. Similarly, with you, why should the tyrant of indigestion levy unwelcome taxation in the shape of headaches, biliousness, constipation, flatulence, pains after eating, dizziness, disagreeable tastes in the mouth, and many other symptoms?

Now, in all parts of the world, there is a whole host of people, who, during the past forty years, have been freed from these pains by the use of Mother Seigel's Syrup, which, truthfully, may be described as the remedy with a reputation for carrying out its work efficiently. Not only have these good folk overthrown the tyrant, but taking a leaf out of the book of experience, they keep him in constant exile by occasionally calling in the aid of Mother Seigel's Syrup. They have found that it not only restores order to the stomach, liver, and bowels, but has an excellent tonic effect at times when these organs grow a little sluggish and need regulating.

Let us clinch this argument with proof. Mrs. J. Smith, of 89, Currey St., East London, Cape Province, under date January 27th, 1914, writes:—

"I look back to six years ago as being one of the worst times of my career. At that time I was often subject to a sour and unpleasant eruption of wind after eating, as though my food had fermented, continual bouts of headache, and palpitation of the heart. My digestive organs became so run down that I was often subject to bilious attacks; was usually worn out and drowsy, and became fatigued by the smallest effort. I grew restless and irritable.

"When feeling at my worst, I had the opportunity of trying Mother Seigel's Syrup, and it gave me splendid relief. After using a few bottles my troubles quite left me. I have found since that a reasonable use of this remedy keeps my husband, myself, and children always in good health."

Doesn't this convince you of the value of paying a small premium for health by keeping a bottle of Mother Seigel's Syrup on the shelf; and taking a dose occasionally, just to save you from falling under the tyranny of indigestion? You lose practically nothing if you make the trial; and see what you gain in buoyant health and mental alertness if it is a success!

[106]

NEW VICTOR RECORDS

AND

VICTROLAS

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[51]

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DUTT'S "MANGO" BRAND
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THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[825]

THE PORT OF MANILA.

SOME NEEDED IMPROVEMENTS.

The *Cablenews-American* says:—

The activities of the Riggs General Philippine Publicity Committee are already beginning to show results. Among the several matters which have been engaging attention are the improvement of the port facilities and regulations for steamship traffic concerning which the sub-committee, with Mr. Hubert T. Fox as chairman, communicated with the Collector of Customs. The thoroughness with which the situation has been tackled is indicated by the following summary of matters proposed for action. It has been placed before the Collector of Customs for his consideration:—

(a.)—The difficulties to be met with and overcome by tourists arriving in Manila, such as

(1.)—The payment of poll tax.
(2.)—The declaration which the regulations require tourists to make when taking passage for the Philippines such as their age, nationality, honesty, etc.
(3.)—The difficulty of bringing a native servant, such as a Chinese which is always a drawback to Eastern residents especially those of China desirous of visiting the Philippines.

(4.)—The regulations regarding firearms which prevent tourists coming here on hunting expeditions.

(5.)—The landing of passengers from steamers arriving after sunset.

(6.)—Any other points regarding passengers that may be brought up by the various steamship companies from time to time.

(b.)—Wharf regulations and rapid handling of cargo with a view to quick despatch of passenger vessels.

(c.)—Increase of wharfage facilities.

The imposition of the poll tax is unpopular and we believe unnecessary. It is a small matter from a money standpoint, but it operates to discourage travellers. The overwhelming list of questions which an intending visitor is required to answer is unequalled for, to say the least, and produces extreme annoyance. No one understands why at the time of purchasing a steamship ticket, a person is called upon to give practically his family history and outline his own career in detail, is placed on trial, as it were, to prove that he has not served a gaol sentence or is afflicted with an infectious disease or is a victim of imbecility. We do not attempt to quote accurately, but there are numerous questions calculated to arouse the ire of the average traveller. Apparently the United States Immigration laws have been imposed on the Philippines Customs without any regard

to local conditions, which differ wholly from those obtaining on the Atlantic seaboard. If the laws in force here to-day were specially designed to molest and arouse the temper of the tourist, the man who travels with a servant and the visitor who is fond of hunting and wishes to enjoy an outing in the islands, it would be difficult to see how greater success could be obtained.

We are pleased to note that wharf regulations and better handling of wharfage facilities are also being given attention. Secretary Riggs and Mr. Fox and his committeemen have made a good beginning. Even if they are only partially successful they will merit the appreciation of the business community, and the travelling public.

Treat your
hair kindly

You desire fine, beautiful hair. Therefore you must treat it kindly—scientifically, however, in care for it by regularly using

ROWLAND'S
MACASSAR
OIL

"For Your Hair."

This preparation has been used for over 120 years—it has proved its value time and time again. Do not let a cheap imitation mislead you on your hair—get a bottle of Rowland's Macassar Oil as your hair's best friend. Also visit its golden crown for hair and skin. Rowland & Son, 67, Hatfield Lane, London, E.C.1.

Beetham's Larola

Makes the skin as soft as velvet, and keeps it soft, smooth and white all the year round.

Removes and prevents roughness. — Redness, Irritation, Tan, etc. — COOLING AND REFRESHING DURING THE SUMMER HEAT.

M. BEETHAM & SON, CHELSEA, ENGLAND.

SHIPPING

ARRIVALS.

BOLEFOS, Norwegian str., 850, T. A. Johnson, 18th September—Bangkok 10th September, Rico—Thoresen & Co.

DIX, Norwegian str., 133, Ammiesden, 18th September—Bangkok 9th September, Rico—Order.

DUNBAR, British str., 2,005, Clark, 17th September—Mojji 11th September, Coal—Gilman & Co.

HAIYUN, British str., 641, A. H. Stewart, 18th September—Swatow 17th September, General—Douglas Lapraik & Co.

KUMOW, British str., 1,420, Martin, 18th September—Singapore 10th September, Nil—Chinese.

LECHOW, British str., 1,293, Cathrel, 18th September—Shanghai 15th September, General—Butterfield & Swire.

OLYMPIA, British str., 2,602, J. W. Clark, 17th September—Mojji 13th September, General—Butterfield & Swire.

SACITARIUS, British str., 2,143, Anderson, 17th September—Chingwantao 9th September, Coal and Brick—Kailan Mining Administration.

TEAM, British str., 1,351, J. V. Sidford, 18th September—Manila 15th September, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
September 18th.

ETGER, Norwegian str., for Canton.
HUSCHANG, Chinese str., for Canton.
LECHOW, British str., for Canton.

DEPARTURES.

September 18th.

ANNA, Norwegian str., for Bangkok.
HAIYUN, British str., for Swatow.
HANOI, French str., for Kohow.
MAUSANG, British str., for Sandakan.
NINGBO, British str., for Swatow.
URUSAN MARU, Jap. str., for Canton.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. str. *Korea*, carrying the mails from the United States, left Yokohama for Hongkong via Manila on the 16th September, at 10 a.m., and is scheduled to arrive at this port on the 23rd September.

MERCHANT STEAMERS.

The P. & O. str. *Candia* left Singapore for this port on the 14th September, and is due here on the 20th September, at about daylight.

The str. *Glenaglen* left London on the 6th August, and is due here on or about the 20th September.

The Mogul Line str. *Atoll* left Singapore on the 16th September, a.m., and is therefore expected to arrive here on the 22nd September, daylight.

The str. *City of Bristol* left New York on the 10th August, and is due here on or about 24th September.

The T. K. N. str. *Seiga Maru* will arrive here from Moji on the 26th September.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 26th October.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYING DUTCHMAN AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SALSETTE"
Captain A. F. Vine, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 6th November, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 14th September, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALSETTE	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 14th Oct.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at 10 A.M.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIAN	Fre. str.	—	Lassica	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, S'HAU, &c.	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSSEN KAISHA	On 1st Oct., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CHUNGSANG	Jap. str.	—	C. J. Matlock	OSAKA SHOSSEN KAISHA	On 14th Oct., at 4 P.M.
NEW YORK	CHAZEE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORU	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. CO.	On 23rd Oct.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 27th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHITO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 6th Oct.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 29th inst., a.m.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	Baile	GIBB, LIVINGSTON & CO.	On 30th inst., at 10 A.M.
JAPAN	TUJIWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	KUMANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight.
KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Irizawa	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
KOBE	SANUKI MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 25th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 1st Oct.
WATIAIWEI & TIENTSIN	HUGHOW	Jap. str.	—	H. Takeda	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	WOSANG	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	LIANGHOW	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	W. Benson	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	LUCHOW	Brit. str.	1 m.	R. E. Peel	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	ORIENTAL	Brit. str.	—	J. Mestral	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
POOHOW VIA SWATOW & AMOY	TUTAROM	Dut. str.	—	A. I. Valentini	P. & O. S. N. Co.	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	KANJO MARU	Jap. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSU VIA SWATOW & AMOY	SOHUI MARU	Jap. str.	—	K. Hattori	OSAKA SHOSSEN KAISHA	On 22nd inst., at 10 A.M.
SWATOW, AMOY & SHANGHAI	DANIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSSEN KAISHA	To-morrow, at Noon.
SWATOW & HANGKOW	YUNNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW, AMOY & POOHOW	HANYANG	Brit. str.	1 m.	Puckett	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
SWATOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	On 22nd inst., at 1 P.M.
SWATOW, AMOY & POOHOW	HAIRUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & CO.	On 24th inst., at 1 P.M.
SWATOW, AMOY & POOHOW	HAIRANG	Brit. str.	2 h.	W. C. Bassmore	DOUGLAS LAPRAIK & CO.	On 23rd inst., at 1 P.M.
MANILA	HAIRANG	Brit. str.	2 h.	A. E. Hoar	DOUGLAS LAPRAIK & CO.	On 29th inst., at 1 P.M.
MANILA, CEBU & ILOILO	YUNGSANG	Brit. str.	—	P. H. Bole	JARDINE, MATHESON & CO., LD.	To-day, at 3 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	LOONGSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & CO., LD.	On 26th inst., at 3 P.M.
BOMBAY VIA STRAITS & COLOMBO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	TIBODAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PANANG & COLOMBO	NUBIA	Brit. str.	—	E. J. Fox	P. & O. S. N. Co.	About 22nd inst.
SINGAPORE, PENANG & CALCUTTA	RANGON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 23rd inst.
SINGAPORE, PENANG & CALCUTTA	SHINGCHU MARU	Jap. str.	—	I. Den	OSAKA SHOSSEN KAISHA	On 30th inst., a.m.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	Gilroy	NIPPON YUSEN KAISHA	To-day, at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	FOOSHANG	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	CHOWANG	Brit. str.	—	S. Flinders	JARDINE, MATHESON & CO., LD.	On 29th inst., at 2 P.M.
SINGAPORE, MAURITUS & SOUTH AFRICAN PORTS	FATSANG	Brit. str.	—	H. S. Mallin	JARDINE, MATHESON & CO., LD.	On 3rd Oct., at 2 P.M.
	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 25th Oct.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
STAMPES	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool		Liverpool	Quebec	STAMPES	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive	
	—	—	—	—	—	—	—	—		—	—		—	—	—	—	—	—	

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	Meals and Sleeping	
EMPERESS OF INDIA	Car Borth across	£65 — £65 —
EMPERESS OF JAPAN	Canada 25 additional	
MONTAGLE	£43 — £45 —	

Hour of Departure.—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"
registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

WEATHER REPORT.

On the 18th at 10.45 a.m.—Pressure has increased moderately over S. Japan and slightly in all other districts except Annam, where it has decreased very slightly. The depression in the China Sea partially filled up, though pressure is still relatively low from Annam to the east of Luzon.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong & Neighbourhood	East or variable winds, moderate to light; fine.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

18th SEPTEMBER, 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	7 a.	29.95	—	—	—	—	—
Namuro	6 a.	29.95	—	—	—	—	—
Hakodate	—	29.85	—	—	—	—	—
Kobe	—	29.85	—	—	—	—	—
Kagoshima	—	29.85	—	—	—	—	—
Nagasaki	—	29.85	—	—	—	—	—
Kagoshima	—	29.85	—	—	—	—	—
Oshima	—	29.85	—	—	—	—	—
Naha	—	29.85	—	—	—	—	—
Bonin Is.	—	29.85	—	—	—	—	—
Chefoo	—	29.85	—	—	—	—	—
W-haiwei	—	29.85	—	—	—	—	—
Hankow	—	29.85	—	—	—	—	—
Ichang	—	29.85	—	—	—	—	—
Kiukiang	—	29.85	—	—	—	—	—
Changsha	—	29.85	—	—	—	—	—
Shanghai	—	29.85	—	—	—	—	—
Gratal	—	29.85	—	—	—	—	—
Sharp Peak	—	29.85	—	—	—	—	—
Amoy	—	29.85	—	—	—	—	—
Swatow	—	29.85	—	—	—	—	—
Taihou	—	29.85	—	—	—	—	—
Taihou	—	29.85	—	—	—	—	—
Taiwan	—	29.85	—	—	—	—	—
Koshun	—	29.85	—	—	—	—	—
Pescadores	—	29.85	—	—	—	—	—
Canton	—	29.85	—	—	—	—	—
Hongkong	—	29.85	—	—	—	—	—
Gap Rock	—	29.85	—	—	—	—	—
Macao	—	29.85	—	—	—	—	—
Wuchow	—	29.85	—	—	—	—	—
Hothow	—	29.85	—	—	—	—	—
Pakhoi	—	29.85	—	—	—	—	—
Phu Lien	—	29.85	—	—	—	—	—
Tourane	—	29.85	—	—	—	—	—
Cape St. James	—	29.85	—	—	—	—	—
Aparr	—	29.85	—	—	—	—	—
Manila	—	29.85	—	—	—	—	—
Legaspi	—	29.85	—	—	—	—	—
Hilo	—	29.85	—	—	—	—	—
Bacolod	—	29.85	—	—	—	—	—
Cebu	—	29.85	—	—	—	—	—
Laban	—	29.85	—	—	—	—	—

T. F. CLAXTON, Director.

1. BAROMETRE, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, blue sky, a detached cloud, a drizzling rain, a fog, a gloomy, a hail lightning, a sunset, a sunrise, a shower, a squall, a rain, a snow, a thunder, a visibility, a dew (with).

7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.85	29.90	29.90
Temperature	84	77	83
Humidity	67	82	60
Wind Direction	East	East	East
Force	3	1	4
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 17th ... 85

Lowest open air Temperature on 17th ... 75

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. R. E. Ford	About 21st Sept.	Freight only.
BOMBAY VIA and COLOMBO	NUBIA Capt. F. J. Fox	About 22nd Sept.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 26th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SALSETTE Capt. A. F. Vio, R.N.R.	Noon 25th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 14th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	TO SAIL
SHANGHAI	"LIANGCHOW"	On 20th Sept, 4 P.M.
SWATOW, AMOY & SHANGHAI	"YUNNAN"	On 20th Sept, 4 P.M.
SWATOW and BANGKOK	"HANYANG"	On 21st Sept, 4 P.M.
SHANGHAI	"LUCHOW"	On 22nd Sept, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 22nd Sept, 4 P.M.
YEDAIWEI & TIENTSIN	"HUICHOW"	On 23rd Sept, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 19th September, 1914.

TELEPHONE 36.

AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 22nd Sept, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 25th Sept, at 1 P.M.
"HAIRANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept, at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 24th Sept, at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th September, 1914.

[4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct. 10 A.M.
ALDENHAM	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed, Leave Hongkong.

TENYO MARU 22,000—21 knots from Nagasaki 20th Sept.

SHINYO MARU 22,000—21 knots from Nagasaki 6th Oct.

CHIYO MARU 22,000—21 knots ... TUES., 20th Oct.

Via Manila omitting Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA
\$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with—

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Don	WEDNESDAY, 30th Sept, A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	MONDAY, 21st Sept, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 20th Sept., at Noon.
"DAIGI MARU"	S. Tokuhige	SUNDAY, 27th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	TUESDAY, 22nd Sept, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 26th Sept. "KATHIAWAR" FROM COLOMBO: 17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. T. Hori	12,500	TUESDAY, 22nd Sept., 4 P.M.
	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	9,600	TUESDAY, 29th Sept., A.M.
	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Nakamura	12,500	THURSDAY, 24th Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. H. Nomura	12,500	WEDNESDAY, 23rd Sept.
KOBE	JINSEN MARU Capt. Terada	5,030	THURSDAY, 1st Oct.
KOBE	SANUKI MARU Capt. Date	12,500	FRIDAY, 25th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,600	Indefinite.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Iizawa	16,000	TUESDAY, 22nd Sept., at Noon.

Fitted with New System of Wireless Telegraphy.

Notice—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
[8-9-14]

TELEPHONE Nos. 292 and 1241

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
"ORIENTAL" YOKOHAMA	COLOMBO	6 p.m. Tues.	Noon Sat.		Friday	Thursday
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 25
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from COLOMBO at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A"	Accommodation Single £65. Return £97.
2nd Saloon "A"	" " " £59. " £89.
"B"	" " " £44. " £66.
"C"	" " " £40. " £60.
	MARSEILLES
1st Saloon "A"	Accommodation Single £61. Return £91.
2nd Saloon "A"	" " " £55. " £85.
"B"	" " " £42. " £62.
"C"	" " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'GILLIES	Due at LONDON
NAMUR	Sept. 23	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ship's Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship's Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

WAR RISKS ARE NOT COVERED BY POSTAL REGISTRATION OR INSURANCE.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

The *Kashima Maru*, with the MAIL FROM LONDON (via Siberia), probably of Wednesday, the 19th inst., is due to arrive here on Monday, the 21st inst.

The *Korea*, with the AMERICAN MAIL, left Yokohama for Hongkong via Manila on the 16th inst., at 10 a.m., and is scheduled to arrive here on Monday, the 22nd inst.

FOR	PER	DATE
Saigon	Derwent	Saturday, 19th, 8.00 A.M.
Japan via Moji	Beni Maru	Saturday, 19th, 11.00 A.M.
Straits and India via Calcutta	Namsang	Saturday, 19th, 1.00 P.M.
*Chefoo, *Nagasaki and *Dairen	Eiger	Saturday, 19th, 1.00 P.M.
*Japan via *Nagasaki	Urusan Maru	Saturday, 19th, 1.00 P.M.
Philippine Islands	Yuenang	Saturday, 19th, 2.00 P.M.
*Swatow, *Amoy, *Shanghai and *North China	Yunnan	Saturday, 19th, 4.00 P.M.
*Shanghai and *North China	Wosang	Saturday, 19th, 4.00 P.M.
Japan via Yokohama	Kamsang	Saturday, 19th, 4.00 P.M.
SHANGHAI (EUROPE VIA SIBERIA)	Liangchow	Saturday, 19th, 4.00 P.M.
[To make connection with the Trans-Siberian Railway closing at Shanghai Brit. P.O. at 3.30 p.m. on Thursday, the 24th inst.]		
Swatow, Amoy, and Formosa via Tamsui	Daini Maru	Sunday, 20th, 9.00 A.M.
*Swatow and *Pangkok	Ohida	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Poonchow	Sanjo Maru	Monday, 21st, 1.00 P.M.
*Swatow and *Bangkok	Hawang	Monday, 21st, 3.00 P.M.
Shanghai, North China & *Japan via Moji	Condia	Monday, 21st, 3.00 P.M.
Swatow, Amoy & Formosa via Takao & Aoy	Sosho Maru	Monday, 21st, 3.00 P.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Brisbane	Taiyuan	Tuesday, 22nd, 11.00 A.M.

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	September 18th.
Telegraphic Transfer	1.93
Bank Bill, on demand	1.94
Bank Bill, at 30 days' sight	1.92
Bank Bill, at 4 months' sight	1.92
Credit, at 4 months' sight	1.92
Documentary Bill 4 months' sight	1.92
ON PARIS	
Bank Bill, on demand	nom.
Credit, at 4 months' sight	nom.
ON GERMANY	
On demand	nom.
ON NEW YORK	
Bank Bill, on demand	44 1/2
Credit, at 60 days' sight	nom.
ON BOMBAY	
Telegraphic Transfer	nom.
Bank, on demand	135 1/2
ON CALCUTTA	
Telegraphic Transfer	nom.
Bank, on demand	135 1/2
ON SHANGHAI	
Bank, at sight	76
Private, 30 days' sight	nom.
ON YOKOHAMA	
On demand	88 1/2
ON MANILA	
On demand	88 1/2
ON SINGAPORE	
On demand	77 1/2
ON BATAVIA	
On demand	109
ON RAIPUR	
On demand	nom.
ON SAIGON	
On demand	84 1/2
ON BANGKOK	
Bank's Buying Rate	\$11.00 nom.
GOLD LEAF, 100 fine, per tael	\$56.50
SILVER, per oz.	24

SUBSIDIARY COINS.

	per cent.
Hongkong... 20 cents piece	\$10.03 discount.
Hongkong... 10 " "	\$10.05 " "

TO-DAY

Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Assented Wo-yeung Manufactory Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

FORTHCOMING EVENTS.

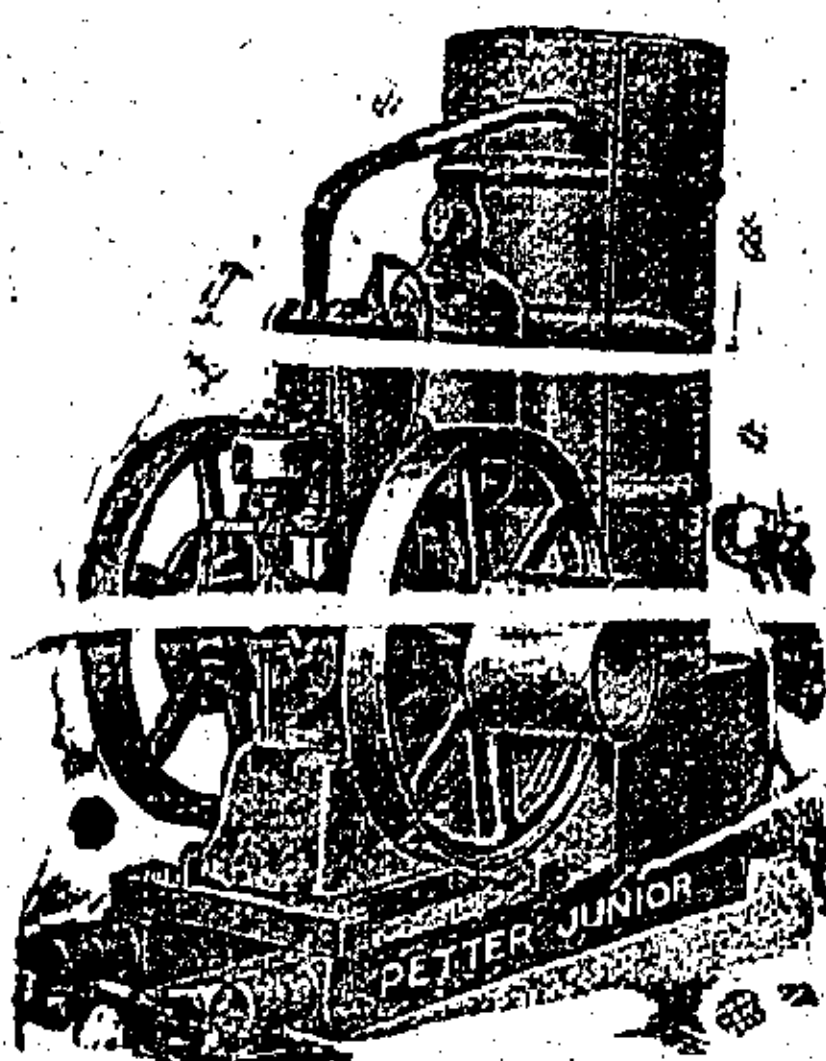
Saturday, 26th Sept.—
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.
Wednesday, 30th Sept.—
Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.

"The Criterion of Quality"

No. 77

Virginia Cigarette

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Inductor, Coil, Overhead Wire
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG. [494]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAUL
SHANGHAI, KOBE AND YOKOHAMA		
		HOMEWARD

MARSEILLES VIA PORTS POLYNESIEN ... On 29th September, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA. Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa
delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

PASSENGERS.	ARRIVED.
Per <i>Tean</i> , from Manila, Mr. McNeill, Miss T. Sweet, Miss N. Parkinson, Rev. J. Alvarez and Rev. B. Martinez.	
DEPARTED.	
Per <i>Mongolia</i> , for San Francisco, etc., Mr. J. E. Stevenot, Mr. R. P. Anderson, Mr. R. C. Slout, Mrs. B. B. Rowe and infant, Mr. and Mrs. L. W. Taylor and son, Rev. G. C. Abels, Lieut. H. L. Shamberger, Mr. G. Maxwell Paget, Mr. and Mrs. E. Howard and infant, Mrs. F. L. Cole, Mr. C. Foy, Mr. Rev. S. J. Cooney, Mr. L. B. Foy, Mr. and Mrs. C. R. Pancoast, Mr. and Mrs. W. O. Master C. S. Boggess, Mr. and Mrs. W. O. Beckner, Mr. E. C. Barnes, Rev. Miss P. J. J. Kinnaman and infant, Mr. C. Goldstein, Mr. W. J. Colbert, Mr. C. Kirkwood, Mr. and Mrs. F. Kirchner and child, Mrs. D. Turner, Mrs. R. W. Price and infant, Mrs. J. M. Patterson, Mrs. B. O. Wilcox and infant, Mr. and Mrs. W. H. Robinson, Mr. L. J. McCoy, Mr. C. E. A. Belcher, Mr. D. Thompson, Mr. L. F. Wharum, Miss R. Thompson, Mr. and Mrs. Borromeo, Mr. H. W. Goldthwaite, Mr. G. V. Hayes, Mr. and Mrs. F. A. D. Dickhoff, Mr. M. Meimod, Col. M. L. Hersey, Mr. A. J. de Souza, Mrs. I. Ross.	

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Com-
panies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong
about 11 p.m.) are permitted to sleep on board till next morning without extra charge.
Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 19th SEPTEMBER, 1914.	SATURDAY, 19th SEPTEMBER, 1914.
8 a.m. HONAM.	8 a.m. HEUNGSHAN.
...	...

SUNDAY, 20th SEPTEMBER, 1914.

5 p.m. **FATSHAN.**

HONGKONG-MACAO LINE.

S.S. **SUI TAI**, Tons 1,651.

S.S. **TAISHAN**, Tons 2,006.

HONGKONG

TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th SEPTEMBER, 1914.

The Company's Steamship "HEUNGSHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return
from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.,
and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. NAI YING, 588 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [49]

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